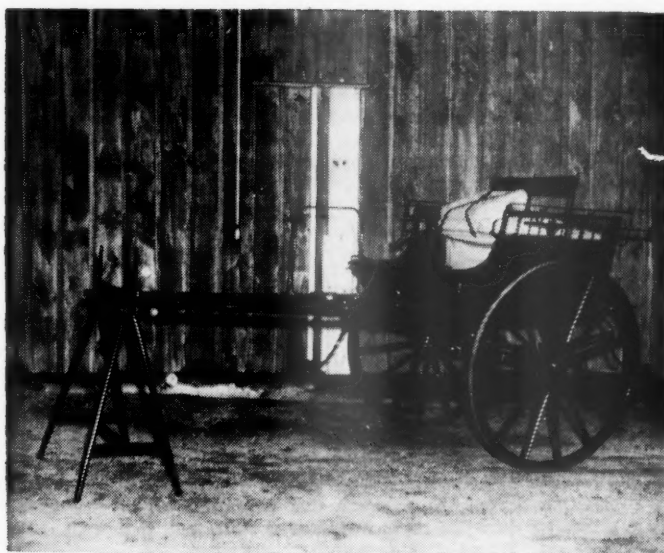


LONG ISLAND FORUM



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Entered as second-class matter May 31, 1947, at the
post office at Amityville, New York, under the Act of
March 3, 1879.

Tel. AMityville 4-0554

PAUL BAILEY, Publisher-Editor
Contributing Editors
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John C. Huden, Ph.D.
Robert R. Coles
Julian Denton Smith, Nature

Stony Brook Carriage House

Two new buildings were dedi-
cated at the reopening of The
Carriage House of Suffolk Museum
at Stony Brook on May 11. One,
the Old Print Shop, contains
among other interesting exhibits
typical of its character, a Wash-
ington hand press, the type used
in many country newspaper plants
during the mid-1800's. Named for
the first President, it was invented
in 1829 by one Samuel Rust. The
Old Print Shop wall is adorned
by a very rare Adams Chart of
Universal History, 22 feet long by
26 inches high. This chart chron-
icles the rise, progress and fall of
nations up to about 1880, pin-point-
ing historical events and
characters.

The other building is the Farm
Barn, such as the one shown in
the background of William Sidney
Mount's famous painting, "Music
is Contagious." This interesting
exhibit is the gift of Mr. and
Mrs. William F. Ploch on whose
property the venerable old struc-
ture had stood for many years. Re-
stored to the minutest detail, it
now houses a collection of hand-
made farm implements of the 19th
century.

The Carriage House contains
among its numerous items of an-
cient horse-drawn vehicles a num-
ber of interesting additions, includ-
ing a Whitechapel Cart which be-
longed to Walter Jennings, late of
Cold Spring Harbor, and was given
by Mrs. Jennings. Built in London
in 1867 by the firm of Peters & Co.,
it was brought to America by Bur-
ton Mansfield, known as the "father
of the tandem." It is considered
the finest specimen of its type and
has been repeatedly used to head
the parade of the New York Tan-
dem Club.

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nected with it. Mrs. Isabel Rogers
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When Woolworth Fought Burroughs

THE formation in 1793 at Bridgehampton of the first circulating library in the town of Southampton, largely due to the efforts of Stephen Burroughs, teaching then in the "two chimney schoolhouse" on the village green, "aroused passions in this pastoral community that yet smoldered a full century later." (James Truslow Adams: History of Southampton.)

This checks with a statement printed in 1897 by Henry Parsons Hedges, native of Bridgehampton. In his History of East Hampton one may read in the genealogy of his grandfather David Hedges: "It is doubtful whether Bridgehampton ever held in its bounds, on his own statement, a greater scoundrel than Stephen Burroughs."

Adams, writing in 1918, two decades later than Judge Hedges, more dispassionately said that Burroughs was "a plausible individual, evidently possessing much personal magnetism and intellectual curiosity, a person of decided opinions and undecided morals. Much in advance of his time, and especially of his community in his views, and with a penchant, apparently for shocking those who lingered behind him."

Our present day Robert Frost in the preface to a modern edition, among many, published in 1924, of Burroughs' memoirs, admonishes us to put them "on the same shelf with Benjamin Franklin and Jonathan Edwards (grandfather of Aaron Burr)." Franklin, the venerable poet says, "will be a reminder of what we have been as a young nation in some respects, Edwards in others. * * * But sophisticated wickedness the kind that knows its grounds and can twinkle, could we be expected to have produced so fine a flower in a pioneer state? The answer is that we had it and had it early in Stephen Burroughs (not to mention Aaron Burr)."

The story of the early Bridgehampton library involves besides Burroughs the Hon. Ezra L'Houmedieu of Southold, the big man

Dr. Clarence Ashton Wood

of the time; the latter's brother-in-law Jonathan Nicoll Havens of Shelter Island; Deacon David Hedges, mentioned above; Capt. John Hulbert, the bogus association of whose name with an old flag in the Riverhead museum is familiar to Forum readers; David Gelston, Hulbert's business partner, and above all others Rev. Aaron Woolworth, the Bridgehampton pastor and son-in-law of Rev. Dr. Samuel Buell of East Hampton.

The preacher and the school teacher were both "from away", and both young men. Woolworth was "of small stature". Burroughs was tall, handsome and genteel. Woolworth was born at Long Meadow, Mass., Oct. 25, 1763 and Burroughs at Killingly, Conn. in 1765. The preacher had graduated at Yale in 1784. Burroughs, the son of a preacher who was also a graduate of Yale in 1757 and a trustee at Dartmouth, after studying with Dr. Joseph Huntington at Coventry and two years at Dartmouth, was given the gate because of youthful escapades.

Woolworth was ordained at Bridgehampton Aug. 20, 1787 and there married Mary Buell. Although not ordained, Burroughs having been reared in a parsonage home had had no difficulty in satisfying Rev. Moses Baldwin of Palmer, Mass., as to his educational and theological qualifications to minister to the church at nearby Pelham. This he did for five months during the summer of 1784, the year Woolworth completed his studies at Yale. Rev. Baldwin was he who had served the Old First Church at Southold as a supply for three years shortly before the Revolution.

Using some of his father's pilfered sermons, as a preacher Burroughs posed as Stephen Davis, using his mother's family name. When exposed, he fled Pelham. After various experiences which dubbed him as "notorious" in New England, not pertinent to this narrative, Burroughs left his wife Sally

and their small son with her parents and became a refugee on eastern Long Island. Sally Davis was his first cousin, daughter of his mother's brother Col. Ebenezer Davis of Charlton, Mass., a legislator.

I have previously related in the Forum (June, 1946) that Burroughs was the first school teacher of record on Shelter Island during 1790-91, posing there as Stephen Edenson. He was indeed the son of Eden Burroughs. He had met at Sag Harbor Jonathan W. Havens who sponsored him on that island of retreat and later endeavored "to smooth over every difficulty and make every circumstance appear as favorable as possible" for his protégé.

The next year, 1792, Burroughs, still as Edenson, contracted to teach at Bridgehampton for \$12 a month. In the interim between jobs, he visited his wife and parents in New England. His return having been delayed by illness, he nearly lost his job to William Martin Johnson of Boston who later took the school in the western district of the village. Johnson also worked for a cabinet-maker at East Hampton while studying medicine with Dr.



This Mill Stood Near Bridgehampton Until Recent Times

Ebenezer Sage at Sag Harbor. Johnson later taught at Union Hall Academy in Jamaica.

Burroughs was successful as a teacher during his two years and more at Bridgehampton as before and after his stay in that village. One may read in Appleton's Encyclopedia of American Biography, 1895, a statement to that effect, which also says he was "beloved by his pupils and respected by all notwithstanding his career."

His school at Bridgehampton continued to flourish even after his identity as the notorious Stephen Burroughs was revealed to Woolworth and the community by the teacher's father-in-law who had come on to see how his daughter was situated after her arrival about the beginning of winter with their son Edward. Burroughs had rented a house of Elias Halsey and stocked up with a quantity of beef, pork, corn, rye and wood.

The teacher conducted an evening school during the winter, proposed a Sunday school and offered to teach on Saturday. The idea of a Sunday school was rejected as unprecedented; that of a school on Saturday "trenched" too much upon the economical system. His landlord Halsey encouraged him, saying he had observed Burroughs' attention to the welfare of the school, whereas former schoolmasters had always done as little for the school as possible.

During that winter Burroughs and some of his evening students presented an entertainment before a crowded audience in the meeting house. He had secured the consent of some of the leading men of the parish, but not that of David Hedges who lived on a farm in a remote part of the town. This offended the deacon who habitually led the religious services in the absence of a minister. The entertainment bore the title A Bold Stroke for a Wife. Deacon Hedges held that the venerable structure, dating from 1737, had been polluted. Here Whitefield had preached in 1764.

Rev. Woolworth and Capt. Hulbert, the justice of the peace and cordwainer who converted cow hides from the Montauk ranges into shoes and saddles, and also with David Gelston conducted a

Continued on page 109

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Seeing Signs of Spring

OF the four seasons of the year the arrival of spring takes on the vastest proportions and assumes more than passing interest. Summer comes upon us as a matter of course. Fall arrives and finds us thinking in terms of Indian Summer knowing full well that the wonderful days cannot last forever. Winter's entrance is so overshadowed by Santa Claus that we barely notice. But spring — well that is magic!

Inquire of your friends what calendar date is the official beginning of spring and you will get an agreement on the day. But ask the same persons what event or occurrence repeated year after year means to them that spring is here, and there will likely be no two answers the same.

To one person spring is the sight of the first dandelion in his woe-begone front lawn. To another it is the sunlight awakening him before his alarm clock. To a third it is the day he turns the water back into his outside faucet and figures it is safe against freezing and bursting. Everyone seems to have a special little individual cue that announces spring.

Years ago my unfailing tipoff was the Sunday morning my mother let me put on lightweight BVD's and leave the long-legged, long-armed, button-down-the-front woolens for my younger brother come winter.

There are a host of natural phenomena to indicate spring. Just for the fun of it I jotted down some of these happenings as they occurred in 1957. For locale I used a few blocks near my home in Wantagh and the Wantagh State Parkway between Sunrise Highway and the vicinity of the Jones Beach Tower. All that I actually needed for the record appeared at the two ends of the six-mile stretch — the few blocks near home and the vicinity of the tower. The mileage between did not count for very much.

On February 1st I found skunk cabbages lifting up through the old leaves and the muck in the swamp area of the park west of the park-

Julian Denton Smith

way and between Sunrise Highway and Merrick Road. In a few days the first insects of the year were bothering around the flowers inside the twirled cabbage leaf.

The February nocturnal cat serenade should be mentioned but all comment reserved as unfit for print.

To my wife's great delight I brought home a handful of wild onions on February 10th. I had harvested them along the edge of an open lot. She craves raw onions, scallions, chives and wild onions. I have to eat a few in self-defense for it cannot be a one-sided barge in our household.

How infinitely persistent the swamp pussy willow is! There are two bushes I know over in the park. Each year the neighborhood raids these two bushes and reduces them to mere stumps. I found new pussies opening ever so slightly on February 20th. Where there had been one switch last year, there now were two and each bush was a thicket. Given a few more weeks and again the bushes will be reduced to stumps. Year after year this goes on and still the two pussy willows continue to grin and bear it.

The seaside golden rod, one of the most beautiful of all the golden

rods, is showing green growth down close to the sand. This golden rod takes so long to get big enough to flower that it has to start between Lincoln's and Washington's birthdays. It reaches the peak of its bloom after the beach is closed in the fall.

We are using much less fuel oil now — Washington's Birthday. Neighbors are raking and cleaning their yards. The evening air is heavy with smoke from the trash fires. New green spears of beach grass are about an inch out of the sand. They would be terribly sharp to bare feet! Today for the first time this year I found insects stuck and squashed on my windshield. The gas station attendants were caught without rags and glass polish to clear the smeared glass; they had not anticipated bugs before summer.

The next day, February 23rd, I heard one of the grandest of all the bird calls — the song sparrow's. He was perched on top of a bayberry bush at Jones Beach pouring out his melody to let all and sundry know how very good it felt to be back home after the long, long flight up from winter quarters.

My neighbor's yellow crocuses burst into bloom this morning, February 25th. It is strange about crocuses — the yellows bloom about two weeks ahead of the whites and purple. Frequently all the crocuses are in full bloom and buried beneath a heavy, wet snowfall.

The boys could not wait! They had to get out the bats and balls for the first sandlot baseball on February 27th. Before another month they will have lost their present awkward stiffness and winterizing.

I have been watching for a couple of weeks to see a robin. One sailed onto the Tower lawn March 2nd. He had a bright, bright red breast as though he had not quite missed the fresh paint on some farmer's barn as he skimmed along north.

The following day, March 3rd, I saw a bluebird atop a dead mullen stalk. Strange how bluebirds love to sit on top of something — a fence post, a parkway light pole, a



Song Sparrow
An Early Harbinger

Seeing Signs of Spring

Continued from page 105

grape arbor. The sun is strong enough now to brown some of the pine needles on the south side of pines at the beach. Those same needles have been soaked with ocean spray during the winter else they would not now give out in a warming sun. Weeping willows look yellow and hazy. The buds of swamp maples are opening wide adding a reddish hue to the tree tops in the low ground.

Today, March 11th, the redwing blackbirds flocked in with their wild, carefree way of flying. They sweep and curve, plunge and dart, swirl and dodge, then suddenly come to a dead stop clutching swaying plume grass. Their gleeful happy calling often lets the watcher know they have returned from the south before his eyes have spotted them.

Most of our newspapers carry sunrise and sunset time in the weather report columns. I like to work out the increase in the length of daylight. After the year's shortest day in December the rate of gain is very slow — several days to add one minute. But along a few months later the rate speeds up to 17 and 19 minutes a week. That amounts to over an hour more of daylight in a month!

March 14th was the first I saw anyone swimming in the ocean other than members of the Polar Bear Club who take a quickie every weekend through the winter. Two young folks, fellow and girl in swim suits, dashed from their car



Prairie Horned Lark

in Field 9, clipped through a wave, and fled pell-mell back to their car where the heater was going full blast. My wife shivered for them!

I know spring has come for sure when I can have my first sunbath. That came on March 16th, a beautifully clear, warm day. The not-so-warm wind could be avoided by seeking out the shelter of a dense bayberry thicket. I spread an old medical corp blanket folded double, slipped into the least sun-obstructing trunks I own, and sprawled on my back until I could begin to smell burnt flesh. That is the sign I have had enough sun for the first time. After the initial dose there is no limit to the exposure I can take. My racial determination becomes more doubtful with every sunning!

No one ever needs to worry about spring after St. Patrick's Day.

Continued Next Page

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Atlantic Voyage of 1797

SOME years ago, workmen digging near the cove on the west side of Setauket harbor found some curious chips of wood. They were very large chips and of the type which are found only in a shipyard. As far as people knew, no ships had ever been built there. However, inquiry and search of old records showed that here a ship named Boyne had been built. The exact date of the launching is not known, but by 1789 she was on the high seas with Gilbert Floyd as captain. Her papers show she went down the Atlantic coast, picking up passengers and freight, and then crossed to London and Amsterdam.

The following letter, which is of interest in showing the kind of incidents which later led to the War of 1812, was written by the captain of the Boyne from Amsterdam:

April 6th 1797

Honored Father — I send you here a few lines to inform you I am well, hoping these lines will find you in the same state as they left me. I arrived at the New Deep in Thirty one days from New York and all well on board. The Boyne is a fair sea boat but she makes rather too much water when I trail on hard. It is uncertain when I shall return to New York for I do not know where I shall go from here. If I cannot get a freight for New York I shall go to some other port if there is a freight offers. I spoke no frenchmen but we was boarded by several Englishmen, one of whom, being scarce of men, insisted on taking Black Andrew out of the ship but we plead hard and saved him. There is twenty four sail of the line a crusing in the North Sea off the Tweed a keeping the Dutch fleet in.

I have nothing more to communicate at present. Only that I still remain in every respect your Dutiful Son.

Gilbert Floyd

Let's suppose you are the one American on a passenger list of over sixty who sailed from Amsterdam for Philadelphia in May, 1797 on the good ship Boyne. You

Kate W. Strong

have your passage money — eleven guineas. The ship is in the harbor, but first you must sign a most formidable document. You must promise to be clean, peaceable, sober, moderate, and pious. You also promise to obey the captain in all things. You agree that if any one rebels against the ship rules, or steals, or is proved to be an 'Infidel', his punishment shall be decided by the plurality vote of the passengers.

On the other hand you find that the captain also had to make promises before leaving. He had to promise to give out the following rations:

Sunday, One pound of beef with barley; that is per person.

Monday, One pound of flour, and one-sixth pound of butter for one week.

Tuesday, One-half pound of pork with peas.

Wednesday, Some rice.

Thursday, One pound of beef with barley.

Friday, Potatoes.

Saturday, One-half pound of pork with peas.

Besides these, you are given one pound of cheese and six loaves of bread each week. One mess of water, one mess of beer, and a portion of gin is given you each day.

But, much to your dismay, you find that the ship does not provide cooks. You are to elect two cooks from the passenger list "to boil the said victuals", so your contract tells you. The captain will take something off the cooks' passage money in payment for the work. These cooks cannot keep fire when they please, but only at the times the captain wishes them to do so. The water allowed for cooking, the paper tells you, is in proportion to the "dimensions of the pot".

At last you sail, going first to England to pick up twenty seven trunks of merchandise, — but no fresh meat. Formerly, when the Boyne had less passengers, they had taken eight sheep aboard. The captain had had to sign a paper saying

that according to a law made in the twenty-third year of the reign of Henry the Eighth, the sheep would be used for food on the voyage and not landed alive.

Three days out the ship smells of smoke. The captain is keeping his promise to have the ship kept clean either by smoking with a hot iron or scrubbing with vinegar twice a week.

Perhaps you will find, as happened on other voyages, that head winds have delayed the ship and at the end of five weeks you are not half way across. Promptly the rations are reduced. No use grumbling, as that was arranged for in the paper.

At last you reach Philadelphia, glad to settle down, but resolved that if ever you go to sea again, it will be under the protection of a like important document.

Signs of Spring

Continued from page 106

By that date the first planting of gladiolus should be in the ground. Get them deep down so a freezing at the surface of the soil will not reach them. The extra depth will help hold the flower spikes from blowing over later on.

Try listing the things that for you mean spring has come. You will be surprised at the length of the list. The biggest fun will be in referring to that list when the thermometer drops down low after next New Year's Day.

Old Long Island Deeds

Suitable for framing, dated between 1760 and 1850. Many old family names among signatures, including Doty, Worthington, Nichols, L'Houmedieu, Colyer, Weeks, Powell, Wood, Van Wyck, Oakley, Chichester, Van Velsor. For particulars address L. I. Forum, Amityville.

I am 77 years old and love to read up on island history. The Capt. N. W. Terry, mentioned in the April issue as one of the skipers in the international cup races, was my father. Mrs. Olive Lilly, East Moriches.

Wreck of 1906

Many people in Babylon town probably remember the stranding of the large steel freighter Rhoda which came ashore in the vicinity of Gilgo Beach on a stormy Friday in February, 1906. She carried a full cargo of conglomerate ore from Spain enroute to New York to be smelter refined. Heavily laden as she was, she first fetched up on the outer bar, some distance off the beach, and broke in two within 48 hours. Having lost most of the ore, she then came on to the beach, lying broadside thereto, and at low tide was almost high and dry.

The Gilgo Life Saving crew, in charge of Keeper Steve Kioslin, helped bring all hands aboard the doomed vessel ashore. As for saving any of the ore, which was said to be rich in copper and silver, the rapid breaking up of the vessel sent practically all of it to the bottom where it probably still lies deep in the sand.

Two days after the Rhoda struck, a number of men from New York, interested in obtaining a quantity of the ore for assay purposes and hoping that a worthwhile part of the cargo could be salvaged, arrived in Amityville and engaged Wilbur Ketcham of Ocean Avenue to sail them to Gilgo, that being the only way to reach the outer beach in those days. The trip convinced them that any attempt at salvage would be a waste of time, so the cargo as well as the ship itself was written off as a complete loss.

Nevertheless, the hulk of the Rhoda and her submerged cargo did pay off in an unexpected way. The locality became the favorite haunt of blackfish and during the ensuing years great numbers of

these fish were caught there. However, they were caught for sport only as their meat, normally a pure white, was found to be green from the submerged copper which, cut by the saltwater, produced a verd that affected the taste of the blackfish meat as well as its color.

The remains of the Rhoda can still be seen under certain conditions, now some distance offshore, as the beach in this vicinity, like most of the outer beaches, has been slowly receding during the more than fifty intervening years since the vessel met her fate.

The writer is indebted to Captains Wilbur and James Ketcham as well as to Captain Wilbur A. Corwin for many of the foregoing facts.

O. P. North.

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Ira J. Friedman, 215 Main Street, Port Washington, who has the largest display of Long Island books, maps and other material, is selling Historic Long Island in Pictures, Prose and Poetry at list price exclusively in that territory. —Adv.

L. I. FORUM INDEX

The Queens Borough Public Library, 89-14 Parsons Blvd., Jamaica, sells a complete index of the Long Island Forum for the years 1938-1947 inclusive, at \$1 postpaid. Also for the years 1948-1952 inclusive, at 50 cents postpaid. They were compiled by Miss Marguerite V. Doggett, Librarian L. I. Collection, and may be obtained by addressing her at the Library.

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Woolworth vs. Burroughs

Continued from page 104

shipping business at Sag Harbor, the port of Bridgehampton, had tried several times to establish a library, but had failed.

There were but few books in any part of the East End in those days. Burroughs urged the young people who had a desire for information to buy books. This they could not do for the lack of money. One recalls that East Hampton lost Rev. Lyman Beecher to Litchfield for its inability or disinclination to raise his remuneration which his wife eked out by conducting a private school in her parlor.

Woolworth and Hulbert had offered shares in their projected library at forty shillings, but there were few takers. When Burroughs consulted Woolworth, the minister said he would become a member of a library if Burroughs found he could bring it about. The preacher, teacher could succeed where he, the however, expressed doubt that the pastor, had failed.

Burroughs proceeded to canvass the community offering shares for twenty, instead of forty shillings. There were some takers and a meeting of the shareholders in the proposed library was held, with Woolworth naturally acting as moderator. A committee to buy books was chosen, consisting of Rev. Woolworth, Burroughs, Deacon John Cook, Dr. Samuel H. Rose and Timothy Mathews.

Burroughs had promised those who had invested in the venture to buy books pertaining to history and secular subjects. The list proposed by the committee contained no such books. To the chagrin of Burroughs the committee's selection was approved by vote of the subscribers. They were loth to offend their pastor and they were equally surprised that Burroughs dared to speak publicly against his desires.

A clamor arose that the teacher was trying to fill the proposed library with corrupt books, especially with writings of Deists and Universalists. Through the activity of Woolworth the list of subscribers or proprietors was increased to about a hundred. Woolworth then demanded that Burroughs turn over to him the money he had collected.

The teacher, however, instead delivered the money to those who had contributed it. Later about half of the proprietors asked Burroughs to take back their money and send to New York for the books on his list. His list included Hume's History, Voltaire's Histories, Rollins' Ancient History and Plutarch's Lives.

When the teacher's school term was about to end, Woolworth and Hulbert tried, without success, to dissuade the inhabitants from re-engaging him. The matter, however, subsided when a list of books which included all on Burrough's list was sent for. The list of 173 volumes is interesting as showing the reading matter of that day. It is printed in Adams' History of Southampton. Adams, in his Memories of Bridgehampton said he did not think a single book advocated by Burroughs would be refused by the library today, save possibly on the score of antiquated dullness. The books were lodged in the house of Levi Hildreth.

On the list is a three volume History of the Life of Charles Wentworth. This came from the private library of Hulbert, along with others which he sold to the library committee, his finances then dwindling. His letter books were closed in Nov., 1803 and in 1807 he sold his business and realty at Sag Harbor and Bridgehampton

and removed to Seneca County, where he died.

Burroughs' sharp eyes spotted some heretical statements in the Wentworth book which came from Hulbert's library. News of this was circulated rapidly. Woolworth called a meeting of the proprietors at which he sought to save the judge from condemnation. It was suggested that the obnoxious passages in the book be read before the meeting. This was overruled by Woolworth, Hulbert, Dr. Rose and Capt. Post. That the book should be excluded was then voted down. Everybody wanted to see it.

The pastor said that Burroughs had kept the parish in an uproar ever since he had resided among them. Burroughs retorted that neither Woolworth nor Hulbert were any more natives of Bridgehampton than was he, all three of them having come from New England.

At the public service the following Sunday Rev. Woolworth urged the people to banish Burroughs. At its conclusion, Burroughs spoke in his own defense accusing the preacher who on January 13th of the current year had preached on The Evil of Lying, of duplicity and falsehood.

At a gathering the next day at Dr. Rose's house, Deacon Hedges brought up the subject of Burroughs' past escapades in New England. The teacher was accused of quarrelling with the minister and of being a "Universalist". He had

Continued on page 113



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Lincoln's L. I. Cabin

Abraham Lincoln never saw Long Island but the cabin now enshrined in the Memorial Building on his birthplace farm south of Hodgenville, Ky., did. Roy Hays, in an article in the Sept. 1948 issue of the Abraham Lincoln Quarterly, conclusively shows up this hoax through an amazingly detailed piece of historical detective work.

Actually, the original cabin in which Lincoln was born in 1809 was torn down prior to 1840. The farm, including the birth-house site, was eventually purchased by R. A. Creal, a neighbor. In 1894, Alfred W. Dennett bought the Creal farm. Mr. Dennett, a very religious person, was a founder of many mission organizations, besides the inventor of the quick-lunch. It was in the latter line that William and Samuel Childs received their training. Mr. Dennett's associate in a number of promotional schemes was Rev. James W. Bigham. The latter created the idea of displaying two cabins at the Tennessee Centennial Exposition at Nashville in 1897 as the alleged birth-cabins of Lincoln and Jefferson Davis. The so-called Lincoln cabin, a two-story log structure, was bought in 1895 from one John A. Davenport. It originally stood one mile north of the farm bought by Dennett.

In 1899 the logs of this cabin were taken to New York City and stored in the sub-basement of Dennett's mission at 39 Bowery. At Nashville, Dennett met Frederic W. Thompson, an operator of midway shows. They combined their talents. The logs were exhibited with four other cabins at the Buffalo Exposition of 1901 under Thompson's commercial attraction, "The Old Plantation". Later, half of the bogus Lincoln cabin logs were lost in transit back to New York. The other logs were stored in a basement in College Point, L. I., and at George Tilyou's place at Coney Island in 1901-1903. When Thompson and Dennett announced in 1903 that the logs of the Lincoln and Jeff Davis cabins had become mixed, it received considerable notice in the public press.

By then the logs were in the possession of David Crear and were being stored again in a basement in College Point, as stated in a 1904 issue of the New York Sun. The building, an annex to Conrad Poppenhusen's mansion, was bought about 1888 by Crear and his associates. Until about 1897, it contained the Berachah Orphanage of the Christian Missionary Alliance. From the time of their removal from Coney Island, the logs were kept in this

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Lincoln's L. I. Cabin

Continued from page 110

building until late in 1905 when the building was torn down.

The logs were then stored in the cellar of the nearby Warren Collins residence. The Lincoln Farm Association purchased them in 1906. Their departure from College Point was a highly publicized affair. The logs were photographed as they were being removed from the cellar. As the procession passed the College Point Public School, the children sang the national anthem and My Old Kentucky Home. The load was stored in L. I. City until June so they would arrive for the opening of the Kentucky Homecoming Week in Louisville. After that event they were taken to the farm where Honest Abe was born and here they are still doing a substitute job in his so-called birthplace.

Robert C. Friedrich
College Point

Bodo, "The Banana Ship"

Speaking of shipwrecks along the south shore of Long Island, I can recall one which took place around the turn of the century. It was that of the Bodo which occurred at Hemlock Beach, across the bay from Amityville. It is remembered now simply as The Banana Ship, as its cargo consisted only of bananas, probably enroute from Central America to New York. But, like many another ill-fated vessel before the age of wireless, the Bodo missed the entrance to the Narrows and came to grief on the south shore of Long Island.

Anybody who recalls the episode is not likely to forget those bananas. They were free for the taking for as the ship broke up the bunches of fruit filled the surf and rolled up on the beach where, needless to say, they were promptly salvaged by spectators.

The bay was open at the time and numerous boating parties sailed to the beach (for this was before powerboats became popular) and returned so loaded with the free fruit that in several cases some of the bunches had to be tossed overboard to keep the craft from sinking.

It was pretty cold weather and the one concern of the fruit gatherers was to get the fruit under cover before it froze. As Hemlock Beach was a small summer resort there were a few cottages near at hand and every cottage had its own water tank which had been drained before the building was closed for the winter. Into those tanks went many of the bananas and when they could hold no more

Continued next page

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Banana Ship

Continued from Page 111

a large quantity of the fruit, insulated with straw and such things, was buried in the sand dunes. A boat moored on the inside of the beach was also utilized, the bananas being packed below decks with the hatch covers tightly closed against frost.

As bananas from Central America are shipped green and remain so for some time after arriving in New York, the people in this part of Long island were eating bananas for many weeks after the Bodo came ashore. It would be interesting to learn of personal experiences connected with this wreck. It may be that somebody recalls how one local church ran a banana pie festival for the benefit of its Central American mis-

sions. It seemed like a good idea, only nobody came as everybody thereabouts had had all the bananas they could stand.

It was no uncommon thing in the old days when one or more ships came ashore on the south side every winter for local residents to find the outer beaches strewn with various kinds of foreign fruit. Most of the oranges, much smaller than the modern American fruit, came from Spain. The first grapefruit, called shaddock after a Captain Shaddock whose ship brought in the first consignment, were considered unfit for human consumption and were sold to drug manufacturers. So when a grapefruit ship spilled its cargo along the beach it wasn't even salvaged. But coconuts were always welcome.

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I enjoyed the picture cover on March issue by Mrs. Edna Valentine Bruce, showing Brookhaven's principal road in 1911. I also enjoyed reading Mrs. Bruce's letter about the old Bellport sign. The original of that sign was in Brookhaven, however, the author being an old barber and restaurateur by name of Lodwig Ryder. He lived alone and the younger generation liked his cooking and his company.

Young fellows, following a hilarious evening, often wound up at Lodwig's, sometimes getting him out of bed to prepare one of his famous dishes. He never seemed to mind, even though on occasion a party would get a bit rough on the furniture. But the boys always made good.

On New Year's eve Lodwig used to send out invitations to the boys for a feed, the menu containing the following:

Oysters stewed and oysters fried,
Hair curled and whiskers dyed,
Pumpkin pie and hard cider,
Yours truly Lodwig Ryder,

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Woolworth vs. Burroughs

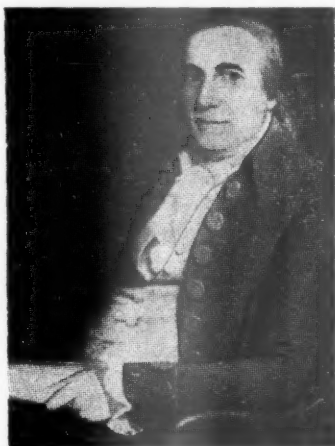
Continued from page 109

tried to break up the town and ought to be kicked out.

Elias Halsey, Burroughs' landlord who was a member of the committee which had induced Woolworth to settle at Bridgehampton, answered Deacon Hedges. He said that the minister had been guilty of open and premeditated falsehood. He was of the opinion it would be better to let the business rest easy as possible.

Judge Hulbert, however, proposed an action in the Supreme Court against Burroughs for charging the minister with lying. The meeting broke up in an uproar. The next day Rev. Woolworth received a letter dated May 28, 1793 from Deacon Cook who had served on the first book committee and proposed that a book entitled a Defence of Separates be put in the library. He was the principal local leader of the "Separates". They were a small religious society which

had a little meeting house at Hay Ground about two miles west of the center of Bridgehampton. He believed were the case put to trial, there would be as many votes for



Ezra L'Homedieu

the removal of Rev. Woolworth from town, as there would be for Burroughs' leaving.

This was a libel against Government, declared Woolworth, Hulbert, Hedges and Post. Cook's letter, they said, ought to be burnt by the common hangman.

A meeting was called for the purpose of clearing the minister's character. All who were for him, at the direction of Deacon Hedges, passed to the east end of the meeting house; all for Burroughs to the west. About one third moved to the east and an equal number went westward. The remainder left the building. Those who were for Woolworth chose a committee to take measures to settle the difficulty.

The next day Burroughs at a meeting at which Justice of the Peace Daniel Howell acted as moderator and Henry Pierson, another Justice, as clerk, a committee assuming to represent the parish ordered Burroughs in writing to leave the village by June 17th. Though

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Woolworth vs. Burroughs

Continued from Page 113

these matters disturbed Burroughs' school, its sessions continued on past that date.

Hulbert then applied to Ezra L'Hommedieu of Southold, Solicitor of Suffolk County and Clerk of the Court at Riverhead. The only means of effecting their purpose, Hulbert was informed, was to expel Burroughs under the Poor Act. A complaint signed by Daniel Howell was thereupon directed to Hulbert and Henry Pierson, as justices of the peace, alleging that Burroughs had no sufficient means for the maintenance of himself and family. He was consequently again ordered to remove by July 20th.

Burroughs thereupon with two neighbors waited on Judge Hulbert and offered security to indemnify the town for any charges on account of Burroughs and his family. Such security was refused. Burroughs then applied to Daniel Osborne, an attorney in Southold town, who advised him he could not be removed if he should gain a legal settlement by the purchase of land valued at thirty pounds. Burroughs scraped together that amount among his friends and became a landowner of the town. This disconcerted the committee and matters rested for some time.

Next the committee told Bur-

roughs that unless he left town forthwith he would be arrested on a warrant already granted on the complaint of a Mrs. Aldridge. These circumstances for the time being prevented the continuance of his school, which latterly had been conducted at the house of Elias Halsey.

The warrant not being served, after several days Burroughs waited on Constable Gelston. Halsey gave bail in the sum of 100 pounds for the appearance of his tenant before the court at Riverhead and Burroughs resumed his school.

Woolworth then traveled to New England and returned with a copy of an article about Burroughs which he had inserted in a Springfield newspaper of June 25, 1793. That article was later republished in David Frothingham's Herald at Sag Harbor, Long Island's earliest newspaper established two years before in 1791.

This publication, Burroughs attempted to lay before the grand jury when it met at Riverhead with Judge John Lansing of Hempstead presiding. Nathaniel Lawrence, attorney general of the State in attendance, first gave his opinion that the publication was libellous and ought to be prosecuted.

The next day, however, after he had talked with Hulbert, the at-

torney general told Burroughs he would not seek an indictment against Woolworth, because the matter of the latter's publication was true and that Burroughs' conduct had been of a similar nature since he had resided on Long Island. Burroughs then himself presented the matter to the grand jury, but without success. There was one member of the Bridgehampton committee on the jury.

At the time of his trial at the county seat on the complaint of the Aldridge woman, to enable him to get to Riverhead, Burroughs was provided with a horse, saddle and bridle by his landlord and bondsman, Elias Halsey.

Upon arrival at court, Burroughs found that Abraham Skinner, dis-

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Woolworth vs. Burroughs

Continued from page 114

tinguished Babylon attorney whom he had employed, without a retainer, to defend him, had been engaged by his opponent to assist Mr. L'Hommedieu, the county solicitor. Burroughs was thus without counsel and the witness upon whom he chiefly depended was also absent because of illness.

Burroughs answered the indictment against him and was told an adjournment would be granted only upon giving of new bonds. Burroughs claimed that he had been informed by Solicitor L'Hommedieu that the old bonds were sufficient. He was given until the next morning to make arrangements for his defense, or be committed to jail until he could send to Bridgehampton for bondsmen.

That evening a Mr. Hains, one of the Bridgehampton committee present at court, came to Burroughs' lodging and urged him on the pretense of friendship to leave town that night or else he would be forever undone. He told Burroughs that L'Hommedieu had great influence with one of the judges of the court. That judge was Jonathan N. Havens, brother-

Continued on next page



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Woolworth vs. Burroughs

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in-law of L'Hommedieu, who had placed Burroughs on Shelter Island as teacher. The other judge was Capt. John Hulbert.

Burroughs did not follow the advice of Hains. The next day when, as his own attorney Burroughs cross-examined his woman accuser, she would not answer without a lead from Hulbert, or when ordered by Havens to answer. During Burroughs' address to the jury, the opposing lawyers repeatedly interrupted him until Judge Havens told them to desist.

Not guilty of the alleged charge, was the verdict, but guilty of an assault only. This threw the costs on Burroughs, which with the penalty amounted to \$12.50. That was more than the amount of one month's pay that he had received as teacher at Bridgehampton and twice his previous stipend on Shel-

ter Island. Sheriff Gelston advanced the amount and Burroughs was dismissed.

Burroughs stayed on at Bridgehampton during the following winter and continued his school. Finally "Doctor" Havens of Shelter Island obtained a judgment of twenty shillings against Burroughs for attendance, nursing, board, washing and lodging while he was teaching on that island. Burroughs claimed this was offset by tuition due him for the instruction of Havens' four daughters in the Bridgehampton school.

To satisfy the execution issued on the judgment in that case, Burroughs' bed and bedding were sold at public auction. In such circumstances he was compelled to leave his wife Sally, their eldest son Edward and Asa Davis, another son born at Bridgehampton Feb. 20, 1792. Belinda Burroughs, a third "expected" child, arrived in the broken home May 4, 1794, a few days after Burroughs had bid farewell to Long Island. He sailed April 23 for Manhattan on Capt. Nathan Fordham's packet Resolution. His transportation cost one

dollar and he provided his own sea fare, a few hard biscuits.

Hulbert and Pierson then demanded security from Halsey for the maintenance of Sally and her children, under threat of arrest. Halsey had been a lieutenant in the French and Indian War, was 63 years old and lived in the homestead where Henry P. Hedges later resided.

Rev. Woolworth was awarded the honorary degree of D.D. by Princeton College in 1809. He died April 4, 1821. His daughter Mary married Rev. James H. Mills of Smithtown. Burroughs died in lower Canada some twenty years later. His sons Edward and Asa both became lawyers.

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Little Known RR Stations

I noted with interest John Tooker's comment on Hinsdale and Floral Park, and believe there are some aspects of this situation that may interest your readers.

In investigating old stations on the LIRR, one is bedeviled by the obvious fact that the RR did not list all its stations in its timetables. Apparently only the principal stations were named altho the trains stopped at many other places. In some cases, it may have been merely a stop at a road crossing; in other cases a sign board and crude platform may have existed. Sometimes these stations, or some of them, would be mentioned in a footnote: "Trains nos. so-and-so will also stop on signal at . . .". Some little-known stations have existed only in this nebulous form as far as timetables are concerned, which must be the simplest and easiest way of locating old stations.

The original station at Floral Park was known as Plainfield station. Note use of the word "station" which indicated that Plainfield itself was some distance away. In those days, it was common to name a station after a distant town, where no settlement existed at the site of the station itself, on the theory that residents of this town would be compelled to use that station, since it was the nearest point on the railroad. Where is Plainfield? The only clue is Plainfield Ave., which leads to Elmont. French's Gazetteer of 1860 does not mention any hamlet of Plainfield in that area. Plainfield station was apparently not as old as Hyde Park (now New Hyde Park) as Hyde Park appears in very early lists of LIRR stations.

When the Central RR of L. I. was opened in 1873, they built a handsome (for those days) station at the crossing of Jericho Turnpike, which was crossed by an iron bridge, and named it Hinsdale, after Judge Hinsdale. Hinsdale appeared to have been a Poppenhusen man (or was there another Hinsdale?) rather than a LIRR man at that time. As is well known, Poppenhusen soon took over the South Side RR, then grabbed the LIRR from Oliver Charlick, uniting all the railroads on the island, with a few exceptions, mostly in Kings County. But Poppenhusen's reign lasted only a little more than a year. Col. Sharp was appointed Receiver, and in 1879 he closed the CRRLI thru Hinsdale.

It was at this time that the name of Hinsdale was transferred

Continued on next page



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"Blueprint for Fashion Careers" Exhibit to Open at Traphagen

What could inspire a fashion designer of today more than a glimpse of the "sissy" shirt on the little boy second from left, or the delectable neckline on the dress of the little girl next to him? There are dozens of ideas for both children's and adults' clothes of current style trend in this single plate show here, depicting fashions for moppets, 1835 to 1845. This is one of the ways in which pupils at the Traphagen School of Fashion are taught to develop something new from something old.

At the Year-End Exhibition of student work at Traphagen you will see many designs created through this system of adaptation from the past, and how it is done with originality. This is likewise illustrated by a series of dolls in children's costumes of 1775 to 1932 displayed at the school and open to the public through the month of June. This 34th Annual Exhibit at Traphagen is a blueprint for careers in fashion. The work shown will cover fashion design in sketch form through to finished garment, as well as fashion illustration and layout which completes the circle in the merchandising of apparel. The combination points up the interrelation of the school's Art and Clothing Construction Departments, and the interdependence of all branches of fashion. Still an-

other section of the show will be devoted to work by students of Interior Decoration and Window Display.

The Annual Exhibition will be open June 8 through June 22 at the Traphagen School of Fashion, 1680 Broadway (at 52nd St.), New York, 10 a.m. to 9 p.m. weekdays, Saturdays until 5. There is no admission charge and readers of the Long Island Forum are invited to attend.

Little Know RR Stations

Continued from page 117

from the "new" station at the Jericho Pike down to the old location of Plainfield station on the LIRR. Whether there was any physical movement of the station building, I don't know. Hinsdale appears on LIRR timetables for a while, variously, sometimes as Hinsdale and sometimes as East Hinsdale. I am inclined to believe that both names refer to the same station, since both names never were used simultaneously. Also, use of station names was very loose in those days. Sometimes a station would appear under one name in the timetable, while another name would appear on the station signboard, and company legal records would reveal still another name. However, about 1890, John Lewis Childs, the nurseryman, had the name changed to Floral Park, which it has remained ever since,

even tho Judge Hinsdale was alive and Counsel of the Railroad at the time the name was changed. Childs must have had great influence to accomplish that!

Speaking of stations of great obscurity, I have one old timetable that reads, in a footnote "This train will stop at Prairie Grass Works." Does any Forum reader know where that was? Another little known station was Clear Stream Road, between Valley Stream and Rosedale. It never appeared on any timetable, altho duplex fare receipts listed it.

Felix E. Reifschneider

Frostproof, Florida

Note: Mr. Reifschneider served as village historian of Hempstead and is a real authority on the history of Long Island's rail transportation.

Cook-Barber-Poet

Continued From Page 112

The Bellport sign quoted by Mrs. Bruce was a copy, with variations, of the foregoing of which the real author was our old friend of early days, versatile Ludwig Ryder of Brookhaven.

Capt. Wilbur A. Corwin

Bellport

It seems as if the Forum is one publication that we cannot do without. Mother and I enjoy it all from cover to cover. (Miss) Elizabeth Leslie, Cutchogue.



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